

SIX DOLLARS  
PER QUARTER

WEDNESDAY, AUGUST 20, 1890.

tents and Value of Packages are required.  
The Steamer has splendid Accommodations  
and carries a Doctor and Stewardess.  
For further Particulars, apply to  
**MRS. CHENS & Co.**  
Agents.



## Intimations.

DAKIN BROS. OF CHINA, LIMITED.  
DISPENSING CHEMISTS.  
SELECT MEDICINAL PREPARATIONS.  
ASTRINGENTS, DIARRHOEA & CHOLERA  
REMEDIES, &c.

DAKIN'S CHOLERA PILLS.—A prolonged experience of this epidemic in India, its home, and birth-place, has proved beyond doubt the efficacy of this remedy, which combines in a concentrated form the medicinal agents which have proved most useful in arresting the rapid progress of that fatal malady, and in combating it when developed.

Full directions accompany each bottle. Per bottle, \$1.50 and \$3.  
Cholera Pills are made from an old, well-tried formula, and are most useful in the early stage of an attack. Per bottle, 50 cents.  
Dakin's Chlorodyne is Sedative, Anodyne, and Anti-spasmodic. This reliable remedy has long been used throughout the East as a stand-by in Cholera and Diarrhoea. In bottles, 35 cents, \$1.50 and \$2.75.

Dr. Rubin's Essence of Camphor.—Valuable for simple Diarrhoea, and in the earlier stages of Dysentery and Cholera. Per bottle, 50 cents.  
Fluid Extract of Indian Bark (prepared from the unripe fruit of the *Egle Marmelos*). Of great service in Diarrhoea and Chronic Dysentery. Per bottle, \$1.

Dietetic Bait.—A highly agreeable and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.  
This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhoea and Dysentery. Per tin, \$1.

DAKIN BROS. OF CHINA, LIMITED,  
London, Hongkong, Amoy.  
Hongkong, 12th August, 1890.

## WINES AND SPIRITS.



BY APPOINTMENT.

A. S. WATSON & CO., LD.  
(ESTABLISHED A.D. 1841.)  
HONGKONG.

WE invite attention to the following old brandy, all of which are of excellent quality and good value for the money.  
The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.  
Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

Per Case. Per Bot.

A Alto Douro, good quality, \$10 \$1.00

B Green Capsule, superior quality, 12 1.10

C Fine Old Vintage, superior quality, 14 1.25

D Very Fine Old Vintage, extra superior, 18 1.50

(Old Bottled) 18 1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Capsule, 6 0.60

B Superior Pale Dry, dinner wine, Green Capsule, 7.50 0.75

C Manzanilla, Pale Natural Sherry, White Capsule, 10 1.00

CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule, 10 1.00

D Very Superior Old Pale Dry, choice old wine, White Seal Capsule, 10 1.00

E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled), 14 1.50

CLARETS.

A Superior Breakfast Claret, Red Capsule, 4 4.50

B St. Estephe, Red Capsule, 4.50 5.00

C St. Julien, 7 7.50

D La Rose, 11 12.00

BRANDY.

A Hennessy's Old Pale, Red Capsule, 12 1.10

B Superior Very Old Cognac, Red Capsule, 14 1.25

C Very Old Liqueur Cognac, Red Capsule, 18 1.50

D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule, 24 2.00

SCOTCH WHISKY.

A Thorne's Blend, White Capsule, 8 0.75

B Watson's Blend, White Capsule with Name and Trade Mark, 8 0.75

C Watson's Aboulo-Glenlivet, Red Capsule, with Name and Trade Mark, 8 0.75

D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule, 10 1.00

E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule, 12 1.10

IRISH WHISKY.

A John Jameson's Old, Green Capsule, 8 0.75

B John Jameson's Fine Old, Green Capsule, 10 1.00

C John Jameson's Very Fine Old, Green Capsule, 12 1.10

GENUINE BOURBON WHISKY, fine old, Red Capsule, with Name, 10 1.00

GIN.

A Fine Old Tom, White Capsule, 4.50 0.40

B Fine Old Tom, White Capsule, 4.50 0.40

C Fine A. V. H. Geneva, 3.50 0.50

LIQUEURS.

Benedictine Maraschino

Curacao Herring's Cherry Cordial

Chartreuse Dr. Slegert's Angostura

Blitters, &c.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 20, 1890.

## TELEGRAMS.

SILVER.

LONDON, August 18th.  
The silver certificates have reached 117½ on the New York exchange.

## LOCAL AND GENERAL.

THE Ocean Steamship Co.'s steamer *Tenue*, from Liverpool, left Singapore for Hongkong this morning, and is due on the 26th inst.

THE agents (Messrs. Carlwiltz & Co.) inform us that the Navigazione Generale Italiana steamer *Bormida*, from Bombay, left Singapore for Hongkong this morning, and may be expected on or about the 26th inst.

A REAL horned man has been discovered by Captain Alborn on the Gran Chaco in the Argentine Republic. He is tall, with a full beard, and two very perfect horns like those of a stag on his forehead. Mr. Harry Stanley, here's a chance for high-class opera.

CAPT. Supt. (to candidate for a bobby's berth): "Suppose you were to arrest a criminal, and he were to offer you a dollar to let him go, would you do it?" Candidate: "No, sir. 'What would you say to him?' 'I'd say to him, 'thy me mid a fiver.' 'Pat was engaged at once and is now an acting sergeant."

THE nine pig robbers, who made a haul of 46 specimens of the genus *sus porcus*, so bravely captured by Inspector Corcoran near Shaikwan last Sunday morning, were "up" before Mr. Woodhouse at the Police Court to-day when his Worship, at the request of the Inspector in charge, remanded the case until Wednesday next.

PROFESSOR Berlin, a well-known surgeon of Berlin, recently removed the diseased knee joint of a male patient and inserted an ivory substitute, in conformity with the discovery made a few months ago that this substitution was possible. The patient has completely recovered and no lameness is visible.

THE exploitation of Mr. J. Grant-Smith's galena mine is still going on. Very satisfactory proofs of the extent of the lode have been obtained, and there is every prospect of its being remunerative. Other portions of the island are also prospected, and indications of minerals have been found in various parts.

LAST year the world raised 2,000,000,000 bushels of wheat. The United States grew 430,000,000 bushels; France, 305,000,000; India, 237,000,000; Russia, (with Poland), 300,000,000; Portugal, 9,000,000; Denmark, 1,000,000; Spain, 73,000,000; Switzerland, 2,500,000; Germany, 84,000,000; Hungary, 95,000,000; Asia Minor, 37,000,000; Persia, 22,000,000.

AT the forthcoming International Shortland Congress, which takes place this year at Munich, a gigantic hearse statue is to be unveiled in honour of Gabelberger, the founder of German shorthand. In his system the characters are derived from ordinary current writing, instead of forming geometrical strokes, and it is said to be in more general use than Pitman's in Europe at the present time.

A NEWCHANG correspondent writes to the *Shih Pao* that a caravan of about 70 mule-carts, loaded with 100 modern rifles each, started for Kirin to supply the newly drilled troops on the frontier. The Arsenal in Kirin has now engaged a foreign superintendent and several southern skilled workmen to carry on its work more efficiently, in order to turn out enough materials to supply the demand on the frontier.

THE colliery owners and miners of Cumberland have formed a Board of Conciliation and Arbitration, for the consideration and settlement of questions affecting wages and other trade matters. This example might be followed in other localities. The golden rule is meant to apply as forcibly to the regulation of the conduct of workmen, as to that of employers. Recent strikes have shown that little regard is paid to the interests of the community at large. Such action is a grave mistake, and there is as much objection to tyranny on the one side as upon the other.

THE master of the steamship *Mount Hebron*, which ran on Discovery Reef, a point in the Parcel Group, on Friday last, and only got off forty-eight hours later, reported a phenomenal strong tide, setting north-east. That accounts for the experience of the barque *Galathea*, which arrived yesterday. She ran down from Amoy to Breaker Point in 48 hours, and took fifteen days to cover the remaining 80 or 90 miles. One sailing vessel, the bark *Cambray*, 125 days out from New York, is reported to be anchored off Cuchel Point, unable to make this port against the two knot current.

THE cry is still they come. Mr. Frank Lincoln, "in his world-renowned, original, humorous entertainment," will make his appearance before a Hongkong audience at the Theatre Royal, City Hall, during the first or second week of September. Mr. Lincoln is at present touring in Queensland, and he hopes to leave there by the China Navigation Co.'s steamer *Ching-shu* about the 25th inst. If press criticisms count for anything, this gentleman is an entertainer of exceptional merit, quite a new one in himself, and he ought to be well in the Far East. Full particulars of his first appearance here will be duly announced.

It is computed that at the opening of the present century there were about 21,000,000 people who spoke the English tongue. The French-speaking people at that time numbered about 31,500,000, and the Germans exceeded 30,000,000. The Russian tongue was spoken by nearly 31,000,000, and the Spanish by more than 26,000,000. Even the Italian had three fourths as large a constituency as the English, and the Portuguese three eighths. Of the 105,000,000 people, or thereabouts, who are estimated to have been using these seven languages in the year 1801, the English speakers were less than 10 per cent, while the Spanish were 16, the Germans 18½, the Russians 18½, and the French 19½. This aggregate population has now grown to 400,000,000, of which the English-speaking people number close upon 125,000,000. From 13 per cent, we have advanced to 31 per cent. The French speech is now used by 50,000,000 people, the German by about 70,000,000, the Spanish by 40,000,000, the Russian by 70,000,000, the Italian by about 30,000,000, and the Portuguese by about 20,000,000. The English language is now used by nearly twice as many people as any of the others, and this relative growth is almost sure to continue. English has taken as its own the North American Continent, and nearly the whole of Australasia. North America alone will soon have 100,000,000 of English-speaking people, while there are 40,000,000 in Great Britain and Ireland, in South Africa, India, China, and Japan, also, the language is vastly extending.

WE are informed by the agents (Messrs. Russell & Co.) that the "Union" Line steamer *Altonow* left Singapore for this port yesterday, and may be expected to arrive on the 25th inst.

UNTOLD misery, says the *Foochow Echo*, is reported from different tea districts, and those who have still something left for a rainy day are as happy as the birds of the air, thinking of the prevailing hardship amongst others.

OUR office goat has been absent without leave for upwards of two months and all efforts to locate the "prodigal" having proved futile, our readers can judge of our astonishment at seeing his latest journalistic effort, a leader on the dangers (?) of electric-light overhead wires, suddenly appearing to-day. In the columns of our esteemed morning contemporary. This is most unkind.

It is reported from the United States that the Secretary of the Navy has issued a circular to American shipbuilders, inviting proposals for three new steel ships costing, exclusive of armament, not over \$4,000,000 each. They are to be of 8,500 tons burden, with a mean draught of 24 ft., a minimum speed of 15 knots, and a coal-carrying capacity of 400 tons. The armour is to be up to 18 in. in thickness, and the armament is to include four 13 in., four 18 in., and four 6 in. guns. All the parts of these vessels are to be of American manufacture. Also that the ship-building plant of Messrs. Wheeler & Co., at Bay City, Michigan, has been sold to an English syndicate for \$2,000,000.

QUITE a barber-ous case was on at the Police Court this morning before Mr. Woodhouse, who had to settle differences between barbers and hawkers, not an enviable task by any means. It was this way—Wong Un, an ugly-looking hawker, who runs a congee stall down Stanley Street, has a pretty little wife who carried on illicit flirtations with a really good looking young barber chap in the same street. The intrigue ended in a tall quarrel, in which four furious hawkers dragged out the "maahs," banged him in the eye with a small crow-bar, and split up his furniture into match-wood. As per usual in such a case, one of the prisoners "gave away" the whole crowd; so his Worship, taking into consideration all the circumstances, caused the pugilistic hawkers to be bound over in sureties of \$10 each to be of No. 1 behaviour for six weeks.

WE have not seen John Pendleton's History of newspaper reporting, but fancy he could make a readable chapter on the horrors the journalist experiences when the printer wanders from the sense of the copy. A newspaper man can more easily imagine the "mingled feelings" of the standard of propriety is apparently for him to call on the suspected individual, chin-chin him for about five minutes, and go away if he objects—at any rate never presume to go in until invited, after the opium has been removed. "Strong resentment" otherwise—of course!

REFERRING to the rain storms in the North the *Shih Pao* of the 24th ult. says:—A large district in Kiangsu was visited by an unprecedented hail and rain storm at the end of the third moon devastating and sweeping away some of the villages on the mountain sides. In one district, over a hundred souls perished and the number of houses washed away was great. The Yangtze River rose several feet in a short time. In another village, a fine stone building suddenly gave way to the rushing of the water. The trees are all uprooted. The boats capsized in the river were numberless. Such a severe storm was not even remembered by the oldest inhabitant. Newchwang and the vicinity have had more rain and hail storms than all previous years. The destruction is untold. In some places the hail stones were reported as large as hens' eggs. It continued for two days; the strongest buildings yielded to the torrents and severity of the storm. That province has not escaped the inundation this year, but, however, the suffering will not be so great as on previous occasions.

WE are indebted to Captain Allison, of the China Navigation Co.'s steamer *Tianan*, for the following report:—This morning at 7.10 a.m. we were boarded by a boat from the American ship *Cambray*, 125 days out from New York. The chief officer came aboard with the request that we would take a letter on to the Agents of the ship at Hongkong, Messrs. Russell & Co. for the services of a tug, as the Captain of the ship had found it impossible, owing to the absence of wind and the strong currents setting to the N.E., to "fetch" Hongkong, although they had been in the vicinity of the port for the last fifteen days. Eleven days ago the *Cambray* was within fifteen miles of port and had got a Chinese pilot for Hongkong, but the strong current then, however, a very strong current, has set him away to the eastward, and this morning when we passed the ship she was at anchor, still with the Chinese pilot on board one hundred and ten miles from Hongkong, Capuch Point bearing North true, distant 7½ miles. This shows what a very strong current is running from the S.W. at this time of the year, and it is worthy of mention that during the *Tianan's* passage from Japan an adverse current was experienced from the S.W. of from forty to forty-five miles per day, for the last five days.

It appears that the "bonnie Rose of Denmark" has lost her good looks and "makes up." A London correspondent to an American paper—a lady of course—says:—"I saw the Princess of Wales driving on Piccadilly on her way back to Marlborough House from a party at the Royal Academy. She was becoming, and truth compels me to say that her beauty is decidedly on the wane. To be sure, it is time—she is nearly forty-six—but she has preserved her delicate loveliness so long unimpaired that one parts with an illusion on beholding her now. She is 'fearfully and wonderfully made' up, though very artistically, and wears quantities of false hair which is lighter, not to say redder than her own locks used to be. Gone days, Rumor decries that her Royal Highness wears a wig, and she certainly indulges in too great a mass of false tresses to suit either the shape of her head or the delicate outline of her features. In her photographs she is as beautiful as ever, but seen near at hand in broad daylight one cannot but be amazed at the amount of artifice employed in preserving even the shadow of her youthful charms. 'This process of painting and powdering and pencilling and begetting one's self in China, and making one's hair and eyes and complexion have been great beauties invariably fall when they become advanced in life. The Empress Eugenie was a flagrant example of this form of error. Before the downfall of the Empire she was the veriest type of Dickens' 'Mrs. Skewton' that could be met with in all Europe. Rouge and pearl powder, red lip-salve and false yellow hair, and all the rest of it, made of the once peerless beauty a perfect 'guy.' She looks a great deal better now, with her silver locks and pale complexion, than she did while she was still fighting vainly with time to retain the perfection of her youthful charms."

WE are informed by the Agents (Messrs. Arnold, Karberg & Co.) that the China Shippers' Mutual S. N. Co.'s steamer *Myone*, from London and Liverpool, left Singapore for this port to-day, and may be expected on or about the 26th inst.

THE *Foochow Echo* states that prices of rice have been greatly lowered during the week ended, and are now some seventy cents cheaper a picul. Very large shipments are still to arrive, so if nothing happens to the second crop, which is prospering fairly, the poorer classes of people will be much relieved from their misery.

MR. WOODHOUSE held an Inquest at H. M. Gao the afternoon upon the body of a Chinese prisoner who "pegged out" there yesterday. "The medical testimony of Dr. Cantlie, who held a post mortem on the remains, showed that the deceased had been suffering for three or four years from heart disease and Bright's disease. There being no suspicious circumstances the jury returned a finding of "death from natural causes."

LORD SALISBURY has a diet warranted to reduce fat. Here it is:—No breakfast, but on rising in the morning drink a pint of water as hot as possible. Half an hour later eat one pound of beefsteak chopped as fine as possible, the outside warmed over the fire and the inside quite raw. A little bit of stale bread goes with the meat. At 2.30 o'clock another pint of hot water. A 3.30 another pound of steak, as before. At 6.30 another pint of hot water. Nothing more until the next morning's hot water. Same proceedings next day, and so on.

IN the course of its series of "padding" paragraphs the old donkey who refused to let his house be searched for opium, because he was a Government schoolmaster, the *China Mail* revives the well-worn cry against the excise officers. The latest argument for the extermination of that army of freebooters is that the way they execute warrants is "raising a strong feeling of resentment among the Chinese." Without being the defenders of the excise men—all indeed we heartily are—we were awa'w' them that would just point out to our childish contemporary that such a feeling is inevitable, *de facto*. The old pedagogue feels "strong resentment," no doubt—but the opium was there, and in consequence he hasn't gone to Beilin. The amount of illicit opium selling in the Colony is incredible, and to protect himself the Opium Farmer—whom we have to thank for paying the lion's share of our rates—has to depend on his spies. They obtain search-warrants on information as to sly opium selling, and a constable accompanies them to see that they behave themselves. But the *China Mail* standard of propriety is apparently for him to call on the suspected individual, chin-chin him for about five minutes, and go away if he objects—at any rate never presume to go in until invited, after the opium has been removed. "Strong resentment" otherwise—of course!

THE 4th of July, 1890, completed the 50th anniversary of the establishment of the Cunard steamship line, during which period of half a century it has won wonderful immunity from disaster, and it is the proud record of having never lost the life of a passenger. The first Cunard, the *Britannia*, Captain Woodruff, sailed from Liverpool for Halifax and Boston on July 4th, 1840. The *Britannia* was followed by the *Caladonia*, *Acadia*, *Columbus*, *Hibernia*, *Cambray*, *Europa*, *Tura*, *Niagara*, *America*, *Canada*, *Asia*, *Africa*, *Arabia*, *Persia*, *Scotia*, *Parthia*, *Savaria*, *Etna*, *Siberia*, *Seythia*, *Saragossa*, *Kedar*, *Hercules*, *Atlas*, *Sidon*, *Babylon*, *Ebla*, *Beth*, *British Queen*, *Dalla*, *Russia*, *Trifoli*, *Atlas*, *Abissinia*, *Algeria*, *Alebia*, *Batavia*, *Batavia*, *Calabria*, *Gallia*, *Servia*, *Aurania*, *Rumania*, *Catalonia*, *Cephalonia*, *Oregon*, *Umbria*, and *Etruria*. The first Cunard steamer to sail direct for New York was the *Cambray*, Captain Harrison, which sailed from Liverpool on January 1, 1848. The *Britannia* made her first trip from Liverpool to Boston in 14 days and 8 hours; she was a wooden paddle-wheel vessel, 207 feet long, 34 feet beam, 22 feet 6 inches deep, 1,154 tons and 740 horse power. The time of these passages has gradually diminished until the *Etruria* in 1889 reduced the record to 6 days, 1 hour, 50 minutes, making an average speed of 15 to 16 knots, equal to 22 to 23 statute miles per hour. As an interesting comparison with the *Britannia*, the *Etruria's* dimensions are 500 feet long, 57 feet 3 inches beam, 41 feet deep, 8,000 tons and 14,500 horse power. The original title of the line was the "British and North American Royal Mail and Packet Company." In 1878 the *Cambray*, *Burns*, *MacIver*, and others sold their interests in whole, or in part, to the "Cunard Steamship Company, Limited," as at present known. For many years its representative in New York was Sir Edward Cunard, who upon his death in 1868 was succeeded by his nephew Mr. Chas. G. Franklyn. Mr. Franklyn retired in 1880 and was succeeded by Messrs. Vernon H. Brown & Co., the present agents.

## KOREA.

(FROM OUR OWN CORRESPONDENT.)

THE COUP D'ETAT.

SEOUL, 29th July, 1890.

Presumably you have duly received my telegram conveying to you the startling intelligence of Dr. H. N. Allen's return to the political arena, he having shut up his pill and paste-pot shop in Chemulpo and seated himself in the long vacant chair of secretary of the United States legation in this far-flung city. His appointment, as I understand, was made by Mr. J. G. McKim, who was wired to Minister Allen in respect to this latest coup d'etat. Whether or not the Senate will see fit to confirm the appointment is somewhat problematic at present, in view of the fact that copies of Dr. Allen's private correspondence, of which I forwarded to you several copies and originals which contain unpleasant disclosures, have been forwarded to various members of the Senate by those whose protests are bound to be any rate a drowsy way in high quarters. The correspondence in question that Vice-President Morton and other New York capitalists, together with a "big" at the State Department in Washington stirred into action by Sevelon Brown, now Foreign Secretary of the Korean legation in the States, who, by the way, was dismissed from the service of the State Department owing to the fact that he was, while in office, a drowsy way in high quarters. Mr. Allen's appointment, however, has been interested.

But enough of the question of "what fashion makes he Secretary." Let me now place before your readers a few facts connected with Dr. Allen's career when holding the appointment of secretary of the Korean Legation at Washington. Hardly had he set foot in San Francisco when a representative of the *Examiner* interviewed him, and noted down, amongst other things, the words of the learned Doctor which were thus:—"Korea's geographical position is such that Russia is bound to maintain its independence, for should the Chinese gain control it would mean that Great Britain was the real controlling power, and that would be antagonistic to Russian interests."

England would be glad to get that controlling power. You may remember that Korea is a peninsula lying between China and Japan, and backed by Russia, who has always laid an indefinite claim to port in the peninsula which would afford her (Russia) access to the Pacific by a southern route—much to be desired owing to Vladivostok being closed with ice for fully three months every year. You see that while England would willingly support China in her demands for suzerain rights over the Peninsula Kingdom, Russia, as already stated, has ideas of her own about the proper disposition of Korea, and they conflict seriously with those of China and England."

Now, important as these utterances are, in view of the position held by the Doctor when he made them, still they melt into insignificance when placed side by side with what he wrote to General Dye (Military Instructor at Seoul) from Washington on the 11th May of last year, the original of which I now forward to you as proof positive. In that letter Dr. Allen, as you will see, says:—"About the change of the rank of our legation in Seoul, Admiral Schufeldt is here and is advising Mr. Blaine fully as to the reports of the Chinese are true—that the Koreans have agreed to keep only a *chargo* here—and he has told Mr. Blaine so. The latter is willing to pursue an active policy in Korea and (private) perhaps ask for a United States coaling station at Port Hamilton, thus giving the Koreans genuine backing. But first he must know that the Koreans have stopped their double dealing, and are ready to maintain their independence. Therefore it is thought that Song, the Secretary, will be left as *chargo* for a time; and if the Koreans do not consent to a Minister, a Consul-General will be sent to Seoul. This was made known to me two weeks ago and I called it at once, and fully, so that it was not necessary for me to answer you 'yes' or 'no,' as you request. Schufeldt thinks this is a very critical time for Korea. He will be a strong support to us if the Koreans are square, but unmerciful if they continue catering to China. Schufeldt and I are delighted to see that the King is at last advising with you on general matters. An expert and capable adviser would have saved them great troubles."

Your truly,

(Signed) H. N. ALLEN.

Seeing that the U. S. Government lately sent out a Minister to Seoul it is evident that the Koreans have "ceased catering to China," and that "Schufeldt will be a strong support" to them, and that Russian interests will—in fact, are—now well looked after in the Land of Morning Calm. But how about Port Hamilton? What use would it be to the American Government? None, but if the United States had a lease of it, then Russia, whose interests would appear by Dr. Allen to be identical with those of the United States, could perhaps make use of it—namely, at some convenient period—the causes a sudden outbreak of war. It is, however, on record that when the British Government withdrew their forces from Port Hamilton, in May 1887, they "received a guarantee from the Chinese Government that no part of Korea, including Port Hamilton, shall be occupied by any foreign Power." How, then, could the United States hold Port Hamilton, seeing that both China and England are fully determined that "no part of Korea" shall be occupied by any foreign Power? In other words, England, prepared at all times to maintain the territorial integrity of Korea, is a venture to assert that she will find it necessary to put her threat (for such the guarantee is) into effect. Her policy in Korea so far, however, has been one of culpable negligence of the most pernicious description, and it has gone so far now that little Japan, backed by Russia and the United States—whose influence is considerable at Court—is playing her cards persistently with a view to coming in ultimately for a slice of the cake. The vacillation of China and the leasuriness of Great Britain are wholly accountable for the present state of affairs—a political crisis.

## THE NEW ADVISER.

General Le Gendre has now assumed the reins of office, and says he will "fix up" things generally. He is going to clear out all superfluous foreign officials, and then demand of China the withdrawal of her Customs officials, whom he rightly regards (as also does the Government) as usurpers. In this step he will receive the warm support of America, Russia, Japan, Germany, Austria and France, all of whom view the administration of the Maritime Customs by Chinese paid officials as a great barrier to all much-needed neutralization of this hitherto ill-used country.

## THE KING'S PHYSICIAN DEAD.

Dr. J. W. Hendon, who for some four years has been medical adviser to the King, and physician-in-charge of the Royal Hospital, "handed in his checks" at 8 a.m. on the 26th instant. He died of congestion of the lungs and dysentery. The funeral service was attended by "all Seoul" including the "one convert" who read an interminable address in Korean, which had been put up for him by a few of his chosen people, labourers in the gospel of—

## THE TELEGRAPHIC EXTENSION.

The Government has at last decided upon the construction of the Seoul-Wonsan telegraph line. It will consist of a line from Seoul to Wonsan, and a branch line from Wonsan to Port Lazareff—the "Roosters' goal" Yvan, the Chinese-Chong Chifanman representative, is in a boiling rage about it, and says he will advise his Government to take the "ole country." What do't think o' that? Darling, is it not? It is to be hoped he will try it on! What a jolly war we should have—Russians, Japs, Chinese, Koreans and Britons all mixed up together. Hi-yah!

## RECOLLECTIONS OF AN OLD BOY.

We reached Hongkong a little more than a year after it was taken possession of by us, and were surprised to find such a fine town with substantial stone houses, a church and barracks. The west end it is true consisted of mat houses and was called "Bamboo Town." I found a cousin in the employ of Jardine Matheson & Co. at that time, and spent the afternoon with him at Matheson's Point. In 1841 we found only a few Chinese fishermen occupying the site of Victoria city. We remained a few days and then started northwards with orders to call at Amoy, Chusan, and Ningpo. The naval authorities at Hongkong did not know where the



Chinese, and a great host made of their having killed one of the high English officers.

My ship was sent with all our wounded to Chusan, to be treated in the hospitals established there. We had Capt. Colin Campbell, 55th Regiment; Lieut. Col. Mountain, 5th Dragoon; Adjutant-General, severely wounded; Lieut. Doddrell, 10th; Lieut. Murray, 18th; Capt. Reynolds, 10th; Lieut. and Adjutant Brown, 49th; and Lieut. Johnston, Madras Sappers and Miners, besides several privates from different regiments. Poor Campbell was shot over the left eye, the bullet lodging in the brain. He was placed on a mattress on the upper deck, and, strange to say, lived till we reached Chusan. I remember how I wondered at his living with a bullet in his head; and he was conscious, although he could not open his eyes or speak, but when asked if he was thirsty, he would press upon his hand and drink eagerly. A cup of tea was placed at his lips. The sight of the poor sufferer made me think how dreadful was war, and how much better it would be for the world if war was entirely suppressed. I remember how warmly I supported the principles enunciated by Bright and others against the wickedness of war; and I think now that it is perfectly feasible for all nations to disarm and settle their differences by arbitration. I used often when on duty to sit and watch Chusan, and to think of the wounded at the Yangtze-kiang, and the Amherst Rocks to the eastward of Chaochow, which the admiral had fixed on as a rendezvous. Here the fleet was joined by men-of-war and transports, and on the 5th of June we stood up towards the Yangtze-kiang, and the Amherst Rocks to the eastward of the entrance of the great river was fixed on as a rendezvous at that direction. At this station a great number of junk were captured, some laden with fish packed in ice. Fresh fish of the best quality, and plenty of ice to cool the wine and beer, were unexpected luxuries.

We proceeded on to the mouth of the Woussing river, and there reconnoitred for some days preparatory to the grand attack upon the batteries. The night of the 11th June was particularly dark and rainy, and the opportunity appeared singularly favourable for making a close reconnaissance of the batteries. About two hours before midnight the cutter of the *Nemesis* was ordered away, manned and armed to make the close examination of the batteries, which the former was principally designed to protect. Capt. Hall actually landed and inspected the batteries closely and reported the result to the Admiral. On the 13th the fleet moved on to the Amherst Rocks, and thence to the mouth of the river. We lay here till the 16th; the channels of the river close to the batteries were buoyed off by that time and all preparations made for the attack on the forts.

#### RESPONSIBILITIES OF DIRECTORS AND PROMOTERS.

Parliament, during its short respite from contentious business, is grappling with the more flagrant abuses connected with the birth and obsequies of limited liability companies. The two measures that are now before the House of Commons have evoked quite a little scare among company-promoters and directors of a certain class. Both of these Bills have had the advantage of a thorough overhauling from the Standing Committee upon Trade. The first is Sir Michael Hicks-Beach's Companies (Winding-up) Bill, the primary object of which is to assimilate the winding-up of companies as far as possible to the winding-up of the estates of individuals in bankruptcy. It will be prudent not to hope too much from this reform. Nothing that Parliament can do will render it possible to carve up the assets of a company as cleanly and expeditiously as a bankrupt's estate. The classes of claimants are more numerous, and their rights much more difficult to adjust. However, we do not propose now to examine the general advantages anticipated from the introduction of the Board of Trade and the Official Receiver into windings-up. What concerns our present purpose is that a Board of Trade official—by analogy to his duties in bankruptcy—is intrusted with the duty of reporting as to the causes of the company's failure, and, in a proper case, of investigating the circumstances attending its promotion or formation. The Court is empowered to require the attendance of any promoter, director, or officer of the company whose conduct in connection with the company is the subject of mismanagement in the report. Once before the Court, he may be cross-examined at large. What a delicious opportunity for laying bare the secret history of the promotion of a "bubble" company and the antecedents of its promoters! Nor is exposure the only penalty. The person interrogated may be ordered summarily to disgorge any commission or other money which he has not legitimately earned; may be made to compensate the dupes of his false statement contained in a prospectus, report, or balance sheet; and may be ordered to make good any loss or damage occasioned to the company by wilfully incurring on its behalf any liability which there was no reasonable prospect that the company would be able to satisfy. This last is a direct blow at that reckless and ruinous trading by limited liability companies which was so largely responsible for the recent trade depression. A bankrupt does not get off with a clean bill of health who is shown to have incurred debts which he had no reasonable expectation of being able to pay. Why, then, should directors be allowed to scatter ruin broadcast with impunity? So far as directors are concerned, this summary jurisdiction is not altogether new. But the power to call the promoter before the Court, although he holds no official position in the company, is quite novel. So is the power to punish reckless trading. And what is perhaps most important, as well as new, it is made somebody's business to set this penal machinery in motion. The duty is assigned to a definite official, the duty is left to creditors or contributors who have no stomach for throwing away good money after bad, in an attempt to fix with liability those who have misled them or squandered their capital.

"The law with regard to directors' responsibility requires stiffening." So the Attorney-General said during the debate in Committee last week upon Mr. Warrington's Directors' Liability Bill; and so we believe, think most people who are not so intimately connected with the business of company promoting as to be unable to form an impartial judgment. Mr. Warrington's Bill, which is the second of the two measures to which we have referred, was again under discussion yesterday afternoon. This Bill is the answer to the recent judgment of the House of Lords in "Peck v. Derry." The House of Lords held that a director may, with safety to himself, issue a prospectus containing untrue statements, so long as he honestly believes them to be true. This is an intolerable condition of the law, especially if the burden of proving a guilty knowledge is thrown upon the shareholder who is suing for damages. How can he prove the recesses of a director's mind except by appealing to the misleading character of the statement? But even if a misstatement is innocently made, principle demands that a director who gets his capital subscribed on the strength of it should be responsible for its inaccuracy, unless he shows that he has taken reasonable steps to verify it. Such, indeed, is the rule which Mr. Warrington's Bill, as amended by the Standing Committee, and again in Committee of the

House seeks to establish. If it passes, everybody who lends his name in the formation of a company will know exactly where he stands. A director or other person "who authorizes or is responsible for"—this seems to include the promoter who stands out of sight but pulls the wires, and perhaps, also, the solicitor who prepares the draft—the issue of a prospectus is to be held, *prima facie*, liable for the statements it contains. His liability will extend not only to untrue, but to "misleading" statements. It is disputable whether this adds anything to the law. If it does, most people will be of opinion that the additional responsibility is one which the author of a prospectus ought to bear. But he may dispute this primary responsibility by proving that he had made reasonable examination into the statement and believed it, on reasonable grounds, to be true. In brief, he is to be accountable for a careless as well as a dishonest statement, and the onus of proof that it was not made dishonestly or carelessly is thrown upon him. Further, he will be held primarily responsible for untrue and misleading statements even when they are part of an expert's report. The prospectus which consists of a number of highly-coloured extracts culled from professional reports is a familiar friend. We do not know that these reports indulge so much in positive falsehood as in roscate anticipation. But we are afraid that too many of them, although not directly false, are "misleading." To render the authors of a prospectus liable for the prevarications of their accountants, engineers, and chemists is apparently an advance upon the existing law although involving no new principle. But here, again, the director or promoter is allowed to rebut the presumption of fraud. In order to shelter himself behind an expert's report, he will be required to prove that the extracts quoted in the prospectus are fair extracts, and not picked out so as to mislead, and that he had reasonable grounds for believing it to be authentic, to have been made in good faith, and its author to be a competent person. It is noteworthy that the Bill is framed to catch directors whom the prospectus states to have agreed to "join after allotment." These will be presumed to guarantee the statements in a prospectus like the rest. They will only be able to evade their responsibility for the prospectus by showing that their consent to become directors was never given or was withdrawn in time.

Are these Bills too hard upon promoters and directors of companies? Will they increase the evil they are intended to cure, by making it difficult to find honest and substantial men willing to undertake the directorship of public companies? This is the view held in some financial circles. It is said that the risks of launching and managing public companies will become prohibitive for those who have anything to lose; and that the field will be left to shady adventurers. Another set of critics are found in the legal profession. Sir Horace Davey considers that Mr. Warrington has spread his net too wide. He holds that the word "misleading" will be impossible to construe. Surely a misleading statement is one which, by reason of its ambiguity or of leaving something material unsaid, would be likely to mislead a person of ordinary intelligence. It is one of those questions which a Judge or jury is often called upon to answer. The need for amplifying the liability of directors in some such way is vouched for by Mr. Labouchere, who in the debate in Committee observed that he would undertake to write a most incisive paragraph without a single word of untruth which, nevertheless, would convey an entirely false impression. So excellent an authority cannot be controverted. Nor do we believe that Mr. Warrington, who is supported by the Attorney-General, has put too much "stiffening" in his Bill. There can be no two opinions about bringing the invisible promoter within the meshes of civil liability for a prospectus which he has launched under the names of others. Then as directors, will it be such a grave calamity if "dead heads" who are at present willing to lend their names to a new company in return for directors' fees are in future deterred from hiring out their respectability? The only result would be that the bubble companies now floated under cover of their names would remain unborn. As for the more capable men of business, they are not likely to be frightened from embarking in undertakings of the soundness of which they are persuaded. Instead of quitting the field, they will merely be stimulated to greater vigilance. Even if capable directors became scarce, it is rather ridiculous to assume that we should be compelled to take the shady adventurer. Limited liability is not essential to the continuity of society; and if we cannot have it without dishonest or incompetent directors it will certainly be discarded altogether. At the same time we do not anticipate any such result. Indeed, many people will be found to question whether the Directors' Liability Bill, which has been a good deal watered down in the Standing Committee, goes far enough. We seem to need some system which shall stifle fraud in its inception, instead of giving the victims remedies which generally come too late.—*Times*.

#### Today's Advertisements.

THE GREATEST NOVELTY TRAVELLING IN THE EAST.

KLAR AND OLMAN'S CIRCUUS AND TROUPE OF PERFORMING ANIMALS. BOWRINGTON.

LAST FEW DAYS. POSITIVELY LAST WEEK.

THIS EVENING.

Doors open at 8; Commence at 9 o'clock.

Weather Permitting.

PRICES OF ADMISSION.

Dress Circle (Chairs) ..... \$1.00

2nd and 3rd Class (Covered Seats) ..... 50

3rd Class ..... 25

Soldiers and Navy in Uniform; and Children under 12 years of age half price to 1st and 2nd Classes only.

J. OLMAN, Business Manager.

Hongkong, 20th August, 1890. [1200]

NOTICE.

SIGNOR A. CATTANEO, Professor of Music, regrets to have to announce that, owing to ill health, he has been obliged to discontinue giving lessons to his Pupils from this date until the 1st September next.

Hongkong, 20th August, 1890. [1201]

THE SHAMEN HOTEL

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

C. BOND, Manager.

Hongkong, 14th July, 1890. [1047]

## HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

HAVE JUST RECEIVED, A LARGE SELECTION OF FINEST QUALITY:

JAPANESE WHITE CREPE SHIRTS all Sizes.

JAPANESE STRIPED CREPE SHIRTS all Sizes.

JAPANESE STRIPED and FANCY COLOURED SCARFS, Latest Novelties.

JAPANESE KIMONOS.

JAPANESE CREPE COTTON for SUITINGS, etc.

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Hongkong, 20th August, 1890. [3]

## MARINE HOTEL

HONGKONG.

THE Underigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HÔTE will be supplied with the best market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied.

The Underigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 17th August, 1890. [476]

UNION LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship

"ALTONOWER,"

Captain Barnett, will be despatched for the above Ports, on WEDNESDAY, the 27th inst., at 4 P.M.

For Freight or Passage, apply to

RUSSELL & Co., Agents.

Hongkong, 20th August, 1890. [1199]

To be Let.

TO LET.

NOS. 21 and 25, ELGIN ROAD, behind the Old Union Church.

Apply to

ACHEE & Co., 17, Queen's Road Central.

Hongkong, 19th June, 1890. [1554]

TO BE LET.

just below Peak Flagstaff.

BAHAR LODGE.—FURNISHED.

Apply to

HUGHES & EZRA, Hongkong, 17th April, 1890. [1632]

TO LET.

FIRST FLOOR of HOUSE, 15, Praya Central.

2ND FLOOR of HOUSE, No. 64, Queen's Road Central.

Apply to

LAI HING & Co., No. 153, Queen's Road Central.

Hongkong, 22nd March, 1890. [45]

TO LET.

NO. 9, SEYMOUR TERRACE.

No. 7, SEYMOUR TERRACE.

No. 4, OLD BAILEY STREET.

OFFICES and CHAMBERS in Consnaught House, Queen's Road Central.

Apply to

DAVID SASSOON, SONS & Co., Hongkong, 4th July, 1890. [13]

TO LET.

FIRST FLOOR of No. 11, Corner Ice House Lane, Queen's Road.

For Particulars apply to

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

Hongkong, 11th August, 1890. [1164]

TO LET.

With Immediate Possession.

GROUND FLOOR No. 2, Blue Buildings.

1ST FLOOR No. 3, Blue Buildings.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st July, 1890. [988]

TO LET.

TWO COMMODIOUS HOUSES in Carlton Terrace, Queen's Road East. Rent moderate.

Apply to

G. R. LAMMERT, Hongkong, 1st July, 1890. [979]

TO LET.

NO. 3, MORRISON HILL.

Immediate entry.

Apply to

G. C. ANDERSON, 13, Praya Central.

Hongkong, 22nd April, 1890. [958]

TO LET.

A HOUSE in WEST TERRACE.

Immediate entry.

Apply to

G. C. ANDERSON, 13, Praya Central.

Hongkong, 3rd May, 1890. [511]

TO LET.

TOP FLOORS of No. 21 & 23, Pottinger Street, suitable for Offices or Photographic Studio.

Apply to

CARMICHAEL & Co., 21 & 23, Pottinger Street.

Hongkong, 31st July, 1890. [1117]

TO LET.

TWO FLOORS of HOUSE No. 8, Stanley Street.

Apply to

ROZARIO & Co., Hongkong, 10th July, 1890. [1031]

#### Intimations.

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NO. 3, MORRISON HILL.



## Commercial.

**CLOSING QUOTATIONS.**  
 Hongkong and Shanghai Bank, 234 New Issue—premium, sales and buyers.  
 Hongkong and Shanghai Bank, New Issue—\$185 per share, buyers.  
 Union Insurance Society of Canton—\$102 per share, buyers.  
 China Trade Insurance Company—\$71 per share, buyers.  
 North China Insurance—Tis. 340 per share, sellers.  
 Canton Insurance Company Limited—\$112 per share, buyers.  
 Yantai Insurance Association—Tis. 70 per share, buyers.  
 On Tai Insurance Company, Limited—Tis. 150 per share, buyers.  
 Hongkong Fire Insurance Company—\$357 per share, buyers.  
 China Fire Insurance Company—\$88 per share, buyers.  
 Hongkong and Whampoa Dock Company—\$72 per share, buyers.  
 Hongkong and Macao Steamboat Co.—\$37 per share, sellers.  
 China and Manila Steam Ship Company—118 per share, sellers.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$180 per share, sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.  
 Indo-China Steam Navigation Company, Limited—30 per cent. discount.  
 Dundas Steamship Company—\$55 per share, buyers.  
 China Sugar Refining Company, Limited—\$180 per share, sellers.  
 Luzon Sugar Refining Company, Limited—\$119 per share, ex div. sellers.  
 Hongkong Ice Company—\$103 per share, buyers.  
 Hongkong and China Bakery Company, Limited—\$80 per share.  
 Hongkong Dairy Farm Co., Limited—\$10 per share, sellers.  
 A. S. Watson & Co., Limited—\$21 per share, buyers.  
 Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—11 per cent. premium.  
 Hongkong Rope Manufacturing Company, Limited—\$18 per share, buyers.  
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.  
 Funion and Sunghie Dua Samantan Mining Co.—\$61 per share, sellers.  
 The Rand Gold Mining Co., Ltd.—\$21 per share, buyers.  
 The Balmoral Gold Mining Co., Limited—\$13 per share, buyers.  
 Hongkong and Kowloon Wharf and Godown Company—\$81 per share, buyers.  
 Tonkin Coal Mining Co.—\$200 per share, sellers.  
 The Hongkong High-Level Tramway Co., Limited—\$105 per share, buyers.  
 The East Borneo Planting Co., Limited—\$10 per share, sellers.  
 H. G. Brown & Co., Ltd.—\$48 per share, buyers.  
 The Seng Kayah Planting Co., Ltd.—\$24 per share, buyers.  
 Cruickshank & Co., Ltd.—\$40 per share, nominal.  
 The Steam Launch Co., Limited—nominal.  
 The Austin Arms Hotel and Building Co., Ltd.—50 per cent. dis. sellers (fully paid up).  
 The China-Borneo Co., Ltd.—\$14 per share, sellers.  
 The Darvel Bay Trading Co., Ltd.—\$8 per share, nominal.  
 The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.  
 The Green Island Cement Co.—\$30 per share, buyers.  
 The Hongkong Land Investment Co., Ltd.—\$89 per share, buyers.  
 The Hongkong Electric Light Co., Ltd.—\$46 per share, sellers.  
 Geo. Fenwick & Co., Limited—\$22 per share, sellers.  
 The West Point Buildings Co., Ltd.—\$32 per share, sellers.  
 The Peak Hotel and Trading Co., Ltd.—\$5 per share, sellers.  
 The Labuk Planting Co., Ltd.—\$18 per share, buyers.  
 The Lamung Planting Co., Ltd.—\$15 per share, sellers.  
 The Jelabu Mining and Trading Co., Ltd.—\$44 per share, sellers.  
 The Siam Tin Mining Co., Ltd.—\$24 per share, sellers.  
 The Shamien Hotel Co., Ltd.—\$5 per share, nominal.  
 The Kowloon Land Investment Co., Ltd.—\$19 per share, buyers.  
 The Trust and Loan Co. of China and Japan—\$151 per share, buyers.  
 The Hongkong Marine, Limited—par, nominal.

**ON LONDON.**—Bank, T. T. .... 391  
 Bank Bills, on demand ..... 391  
 Bank Bills, at 4 months' sight ..... 391  
 Credits at 4 months' sight ..... 391  
 Documentary Bills, at 4 months' sight ..... 391

**ON PARIS.**—Bank Bills, on demand ..... 483  
 Credits, at 1 month's sight ..... 492  
 On India, T. T. .... 220  
 On Demand ..... 220

**ON SHANGHAI.**—Bank, T. T. .... 721  
 Private, 10 day ..... 721

## MAILS EXPECTED.

**THE AMERICAN MAIL.**  
 The P. M. S. S. Co.'s steamer *China*, with mails, &c., from San Francisco to the 31st ultimo, left Yokohama on the 19th instant, and may be expected here on or about the 24th.

**THE CANADIAN MAIL.**  
 The Canadian Pacific Steamship Co.'s steamer *Batavia*, with the Canadian mail, from Vancouver, left Yokohama on the 16th instant for Kobe, Nagasaki, and Hongkong.

## STEAMERS EXPECTED.

The P. & O. S. N. Co.'s extra steamer *Gwalior*, from Bombay, left Singapore on the 15th instant at 5 p.m., and may be expected here on the 22nd.

The *Shire* line steamer *Flintshire*, from London, &c., left Singapore on the 17th instant, and is due here on the 22nd.

The D. D. R. steamer *Bellona*, left Singapore at 4 p.m. on the 18th instant, and may be expected here on the 23rd.

The *Union* line steamer *Altonwater*, left Singapore on the 19th instant, and is due here on the 25th.

The Navigazione Generale Italiana steamer *Bormida*, from Bombay, left Singapore this morning (20th instant), and may be expected here on the 26th.

The P. & O. S. N. Co.'s extra steamer *Canton*, left Bombay on the 14th instant at 10 a.m., and is expected here on the 1st proximo.

## Shipping.

**ARRIVALS.**  
 MOUNT HEBRON, British steamer, 1,668, Ellicott, 19th August, Haiphong 12th August, Ballast—Adamson, Bell & Co.  
 DIAMOND, British steamer, 1,030, A. S. Snow, 19th August, Singapore 13th August, General—Ban Moh.  
 TSINAN, British steamer, 1,459, W. Allison, 19th August, Kobe 13th August, Rice and General—Butterfield & Swire.  
 ARGHAN, British steamer, 1,439, Thos. Golding, 19th Aug.—Karatsu (Japan) 14th August, Coal and General—Adamson, Bell & Co.  
 FREYR, Danish steamer, 419, C. A. Lund, 20th August, Holhoo 19th August, General—Arnhold, Karberg & Co.  
 DON JUAN, Spanish steamer, 654, R. Beltran, 20th August, Manila, 19th Aug. Amoy 18th August, General—Barrido & Co.  
 CHEANG HOE KIAN, British steamer, 956, John S. W. Grenfell, 20th August, Singapore, and Holhoo 19th August, General—Ban Hin.  
 PALINURUS, British steamer, 1,536, T. S. Jackson, 20th August, Shanghai 13th August, Foochow 17th, Amoy 18th, and Swatow 19th, General—Butterfield & Swire.  
 BENLOE, British steamer, 1,158, R. Farquhar, 20th August, Rangoon 8th August, Rice—Gibb, Livingston & Co.  
 TAISSAN, British steamer, 1,150, W. H. Jackson, 20th August, Shanghai 16th August, and Swatow 19th, General—Jardine, Matheson & Co.  
 HAIPHONG, British steamer, 1,120, Harris, 20th August, Foochow 17th August, Amoy 18th, and Swatow 19th, General—D. Laprak & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
 FIDELIO, German steamer, for Swatow.  
 Peking, German steamer, for Saigon.  
 Benglo, British steamer, for Saigon.  
 Arday, British steamer, for Joana (Java).  
 Cosmopolit, German steamer, for Holhoo, &c.  
 Fushun, Chinese steamer, for Shanghai.  
 Dorset, British steamer, for Kobe.  
 Freyr, Danish steamer, for Holhoo.

**DEPARTURES.**  
 August 19, *Namchow*, British str., for Amoy.  
 August 20, *Cleghina*, British str., for Hankow.  
 August 20, *Namoa*, British steamer, for Swatow, &c.  
 August 20, *Arday*, British str., for Joana (Java).  
 August 20, *Peking*, German str., for Saigon.  
 August 20, *Hassia*, German str., for Bangkok.

**PASSENGERS—ARRIVED.**  
 Per *Don Juan*, str., from Manila, &c.—Mrs. Maria Stevens.  
 Per *Freyr*, str., from Holhoo.—34 Chinese.  
 Per *Freya*, str., from Kobe.—Messrs. W. Sharrichan, J. Morita, and 1 Malay.  
 Per *Diamond*, str., from Singapore for Hongkong.—107 Chinese.  
 Per *Tsinan*, str., from Shanghai, &c.—65 Chinese.  
 Per *Benglo*, str., from Rangoon.—2 Japanese women.  
 Per *Cheang Hoek Kian*, str., from Singapore, &c.—Messrs. A. Neil, Settle, Reardon, and 600 Chinese.  
 Per *Haiphong*, str., from Foochow, &c.—Mr. A. Millar, and 35 Chinese.  
 DEPARTED.  
 Per *Namoa*, str., for Swatow, &c.—2 Europeans and 180 Chinese.  
 Per *Peking*, str., for Saigon.—50 Chinese.  
 Per *Fushun*, str., for Shanghai.—100 Chinese.  
 Per *Fidelio*, str., for Swatow.—100 Chinese.  
 Per *Cosmopolit*, str., for Holhoo.—20 Chinese.  
 Per *Freyr*, str., for Holhoo.—100 Chinese.

**REPORTS.**  
 The Danish steamship *Freyr* reports that she left Holhoo on the 19th instant. Had fine weather during the voyage.  
 The British steamship *Cheang Hoek Kian* reports that she left Singapore, and Holhoo on the 19th instant. Had fine weather throughout the voyage.  
 The British steamship *Diamond* reports that she left Singapore on the 13th instant. Had light south-west winds with fine clear weather and smooth sea.  
 The British steamship *Affghan* reports that she left Karatsu at 1 p.m. on the 14th instant. Had fresh and moderate south-west winds and fine weather throughout; arrived here last night at 6 o'clock.  
 The British steamship *Taisang* reports that she left Shanghai on the 16th instant, and Swatow on the 19th. Had very fine weather with south-easterly and south-westerly winds throughout the passage.  
 The British steamship *Palinurus* reports that she left Shanghai on the 13th instant at 10 a.m., Foochow on the 17th at 10 a.m., Amoy on the 18th at 5 p.m., and Swatow on the 19th at 4 p.m. Experienced moderate to light south-west winds and fine clear weather.  
 The British steamship *Tsinan* reports that she left Kobe on the 13th instant. Had fresh south-west monsoon and fine weather; arrived here last night at 6 o'clock. On the 18th, passed the bark *Cambria*, from New York to Hongkong, 125 days out, at anchor off Cuddip Point.  
 The British steamship *Banglo* reports that she left Rangoon on the 8th instant. In the Bay of Bengal had strong south-west winds and squally weather. In the Malacca Straits had moderate breeze and rain squalls. In the China Sea had calms and light winds with smooth water to port.

The British steamship *Haiphong* reports that she left Foochow on the 17th instant. Had fine clear weather and light south-west winds, and arrived at Amoy on the 18th. In Foochow, the steamships *Tsinan*, *Sin Nansing*, and *Neuchuang*. Left Amoy on the 18th. Had moderate south-west winds and clear weather, and arrived at Swatow on the 19th. In Amoy, the steamships *Namchow*, *Lancelot*, *Halloong*, *Formosa*, and *Sussex*. Left Swatow on the 19th. Had fine clear weather and light air, and experienced same throughout to port. In Swatow, the steamships *Palinurus*, *Canton*, *Woonung*, *Hanchow*, and *Chiang Chew*.

## Post Office.

A MAIL WILL CLOSE  
 For Swatow.—Per *Fidelio* to-morrow, the 21st instant, at 9.30 A.M.  
 For Straits and London.—Per *Laureis* to-morrow, the 21st instant, at 10.30 A.M.  
 For Nagasaki.—Per *Asagao* to-morrow, the 21st instant, at 10.30 A.M.  
 For Europe, &c., India, via Bombay.—Per *Oriental* to-morrow, the 21st instant, at 11.00 A.M.  
 For Amoy and Straits.—Per *Diamond* to-morrow, the 21st instant, at 1.30 P.M.  
 For Kobe.—Per *Dorset* to-morrow, the 21st instant, at 2.30 P.M.  
 For Shanghai.—Per *Fushun* to-morrow, the 21st instant, at 3.30 P.M.  
 For Manila.—Per *Don Juan* to-morrow, the 21st instant, at 4.30 P.M.

## SHIPPING IN HONGKONG.

**STRAMERS.**  
 ANCONA, British steamer, 1,888, W. D. Madie, 17th August, Yokohama 9th August, Mails and General—P. & O. S. N. Co.  
 ASAGAO, Japanese steamer, 1,521, H. Selek, 17th August, Nagasaki 12th August, Coal—Mitsui Bishi Colliery.  
 CANTON, British steamer, 1,776, W. Park, 17th Aug.—Kutchinotsu 10th August, Coals—E. C. Ray.  
 CHINA, German steamer, 1,097, H. Berthelsen, 18th August, Saigon 14th August, Rice, and Fish—Tung Kee.  
 CHOWPA, British steamer, 1,057, F. W. Phillips, 19th Aug.—Bangkok 13th August, General—Yuen Fat Hong.  
 CITY OF RIO DE JANEIRO, American steamer, 3,548, D. S. Austin, and August—San Francisco 8th July, and Yokohama 27th, Mails and General—P. M. S. S. Co.  
 COSMOPOLIT, German str., 521, T. Schall, 17th August, Holhoo 16th August, General—Wieler & Co.  
 DORSET, British steamer, 1,716, Daniel, 14th August, Kutchinotsu 9th August, Coals—Mitsui Bussan Kaisha.  
 EISE, German steamer, 747, M. Jensen, 17th August, Holhoo 12th August, Sugar—A. R. Madsen.  
 FAMO, British steamer, 117, W. W. Allan, Hongkong Government tender.  
 FIDELIO, German steamer, 850, H. Bransen, 15th August, Bangkok 8th August, Rice—Melchers & Co.  
 FOKIEN, British steamer, 509, Lewis, 15th August, Taiwanloo 10th August, Amoy 12th, and Swatow 14th, General—D. Laprak & Co.  
 FOOKSANG, British steamer, 930, H. W. Hogg, 19th August, Swatow 18th Aug., General—Jardine, Matheson & Co.  
 FUSUN, Chinese steamer, 1,504, A. Cross, 19th August, Whampoa 19th August, General—C. M. S. N. Co.  
 GARLIC, British steamer, 4209, W. G. Peame, 12th August, San Francisco 19th July, and Yokohama 7th August, Mails and General—O. & O. S. S. Co.  
 HIGHFIELD, British steamer, 1,665, W. P. Casson, 1st August, Moulmain 18th July, Rice—Order.  
 KWIYANG, British steamer, 1,064, Outerbridge, 16th August, Foochow 14th August, Tea—Butterfield & Swire.  
 LAERTES, British steamer, 1,351, R. F. Scale, 16th August, Yokohama and Kobe, 9th August, General—Butterfield & Swire.  
 LOMBARDY, British steamer, 1,570, J. F. Jepson, 9th August, Bombay 22nd July, and Singapore 3rd August, General—P. & O. S. N. Co.  
 ORIENTAL, British steamer, 2,711, E. Stewart, 19th August, Shanghai 16th August, Mails and General—P. & O. S. N. Co.  
 PRIMO, German steamer, 1,541, M. Johannsen, 13th Aug.—Kutchinotsu 7th August, Coals—Siemssen & Co.  
 PILOT FISH, British steamer, 161, A. Stopant, Hongkong and Whampoa Dock Co.  
 POLLUX, German steamer, 808, H. Hellmers, 15th August, Moji (Shimonoseki), 9th August, Coals—Butterfield & Swire.  
 STRATHENDRICK, British steamer, 1,514, Clunie, 15th August, Bangkok 7th August, Rice—Adamson, Bell & Co.  
 THEONDALE, British steamer, 1,970, Etherington, 11th August, Liverpool, and Singapore 5th August, General—Adamson, Bell & Co.

**SAILING VESSELS.**  
 ANNE STAFFORD, British bark, 1,297, Chas. S. Robbins, 20th July, New York and March, Petroleum—Arnhold, Karberg & Co.  
 ASSYRIA, British bark, 1,148, Wm. W. Leary, 9th August, Shanghai 13th July, Ballast—Melchers & Co.  
 ERIKONING, Chinese bark, 457, Ophim Examination, kulk, Stonecutters Island—Chinese Customs.  
 GALVESTON, German bark, 610, Jacobsen, 19th August, Amoy 2nd August, Ballast—Order.  
 GEORGE SKOTFIELD, American ship, 1,276, A. S. Dunlop, 11th July, New York 7th Feb., Kerosene Oil—Russell & Co.  
 G. H. WAPPAUS, British bark, 533, Hansen, 5th August, Tientsin 5th July, Beans—Butterfield & Swire.  
 J. D. BISCHOFF, German ship, 1,808, H. Meyer, 7th August, Cardiff 3rd April, Coals—Order.  
 LANCEFIELD, British bark, 994, Burns, 7th August, New York 7th March, Kerosene Oil—Order.  
 MAROON, British bark, 362, James Cummins, 11th August, Sharks Bay (W.A.), 6th July, Sandalwood—Jardine, Matheson & Co.  
 RICHARD PARSONS, American bark, 1,116, Geo. A. Freeman, 22nd June, New York 19th Feb., Kerosene Oil—Russell & Co.  
 SARA MERSEDES, Peruvian schooner, 245, A. Munizaga, 4th July, Saigon 27th June, Rice—Captain.  
 SIR HERBERT MAXWELL, British schooner, 232, Murray, 18th July, Port Natal 20th May, General—Turner & Co.  
 THORVA, British ship, 1,174, Fraser, 20th July, Singapore 9th July, Timber—Master.  
 WM. LE LACHUR, British bark, 375, E. Warner, 10th June, Lagunamoc 9th June, Wood—Wieler & Co.

## Intimations.

## W. S. MARTEN,

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Hongkong, 6th April, 1890. [574]

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necessary, communication with the Undersigned

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D. GILLIES,

Secretary. [15]

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